

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Gwynns Falls Railroad Bridge Inventory Number: 2 B-1355

Address: CSXT Milepost BAA 1.8; HDR Sta 477+00; Bridge 3-A City: Baltimore Zip Code: 21230

County: Baltimore City USGS Topographic Map: Baltimore West

Owner: CSX Transportation Is the property being evaluated a district? no

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: CSXT Capital Subdivision Improvements Agency: Federal Transit Administration

Site visit by MHT staff: X no ☐ yes ☐ Name: _____ Date: _____

Is the property located within a historic district? ☐ yes ☒ no

If the property is within a district District Inventory Number: _____
NR-listed district ☐ yes Eligible district ☐ yes Name of District: _____
Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Gwynn's Falls Railroad Bridge was originally built by the Baltimore & Ohio Railroad in 1867 as part of its Camden Cutoff route. The Camden Cutoff linked to the B&O's Main Line approximately one mile to the southwest near West Baltimore. The five-span bridge consists of parallel sets of plate girder trusses supported by masonry and concrete piers and abutments. The easternmost track has been abandoned. Three of the four bridge piers and two abutments are comprised of a masonry foundation (consisting of granite blocks measuring from 24"x48" up to 24"x80") topped by a 2'-3' concrete cap. The fourth and northernmost bridge pier, which lies partially within the active channel of the Patapsco River, appears to be entirely composed of concrete.

Examination of the bridge piers reveals that the granite masonry foundations do not extend beyond the outside alignment of the center set of spans, and there is a visible seam in the piers' concrete. This suggests that the two outside tracks are later additions to an original two-track bridge configuration. The westernmost pier bears a date imprint of 1912 in the concrete, placing the construction date of the center two tracks and piers at pre-1912. The construction date of the easternmost track is unknown, but post-dates the construction of the center two piers.

The bridge spans themselves are cross-framed steel deck plate girders with unballasted open wood tie floors. There are no

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

MHT Comments additional info in 10/02 report

Andrew Lewis
Reviewer, Office of Preservation Services

Priddy
Reviewer, NR Program

08/02/02
Date

1/7/03
Date

200202772

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visible bridge identification plates or construction dates on the bridges, and CSX Transportation is unable to locate historic records pertaining to the structures. The deteriorating steel structure of the easternmost plate girder bridge suggests a greater age than the other three spans. The other three spans appear to be contemporary to one another, thus suggesting that the center spans are likely to be replacements.

Although the plate girder bridges appear to be over 50 years old, they are not associated with the original Main Line of the Baltimore and Ohio Railroad and appear to be replacements for older structures. The oldest dated portion of the Gwynns Falls bridge, the masonry piers, have been modified for the addition of two outer tracks to the east (date unknown) and west (1912).

Because the Gwynns Falls bridge has been altered and expanded to carry double its original capacity, it has lost its historic integrity, and is not eligible for listing in the National Register of Historic Places.

Prepared by: Daniel R. Pratt, HDR Engineering Date Prepared: 6/11/2002

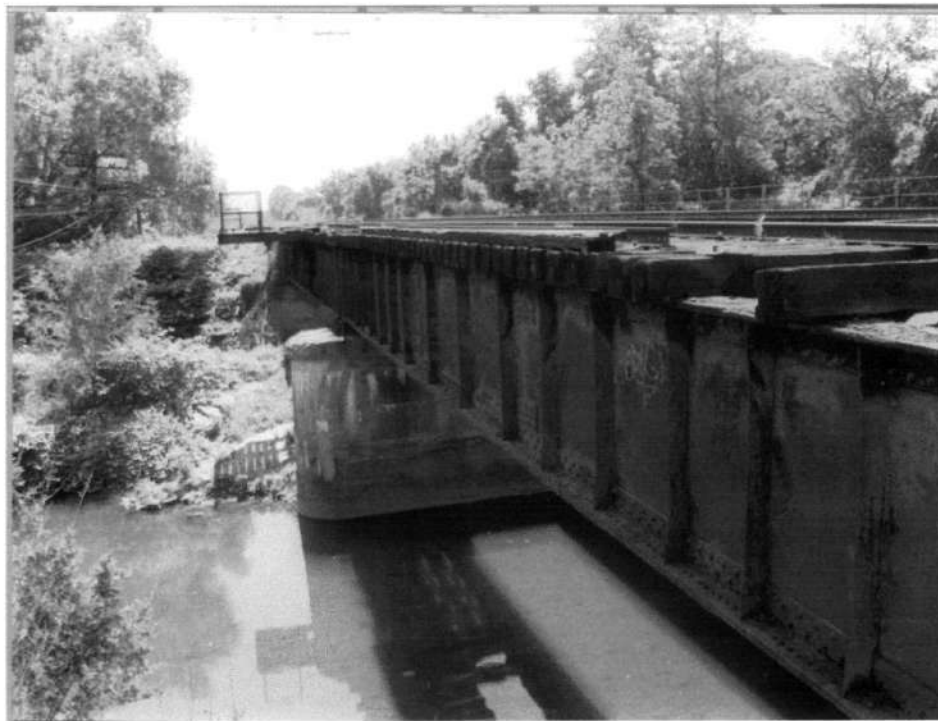
CONTINUATION SHEET
(Inventory Number 2)

Figure 1: Gwynns Falls Bridge, looking southwest.

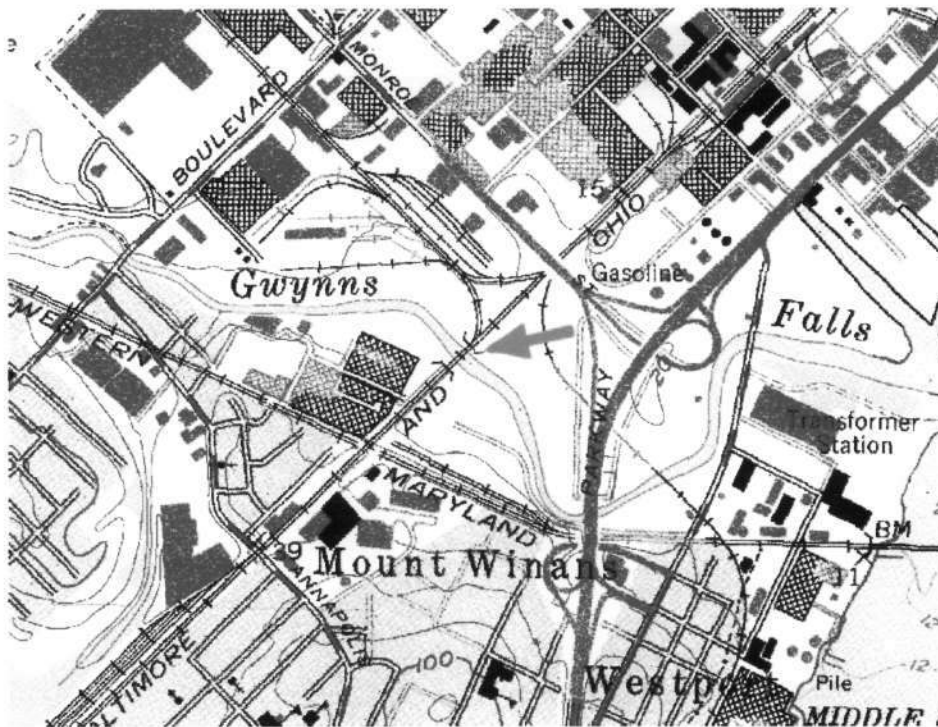


Figure 2: USGS Baltimore West 7.5' Quadrangle Map showing property location.



B-1355
GWYNNS FALLS RAILROAD BRIDGE
CSXT MILEPOST BAA 1.8

DOE #2

BALTIMORE CITY, MARYLAND
DANIEL R. PRATT

5/22/02
LOOKING SW

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